

Fort Worth Active Transportation Plan Public Meeting

September, 25 2018

Welcome and Project Team Introductions



North Central Texas
Council of Governments

TOOLE
DESIGN

Kimley»Horn

Support provided by:



BLUE ZONES PROJECT®

Agenda

- Introductions
- Purpose
- Schedule
- Existing Conditions and Public Feedback Findings
- Network Recommendations
 - Pedestrian
 - Trails and Bikeways
- Today's Activities
- Next Steps

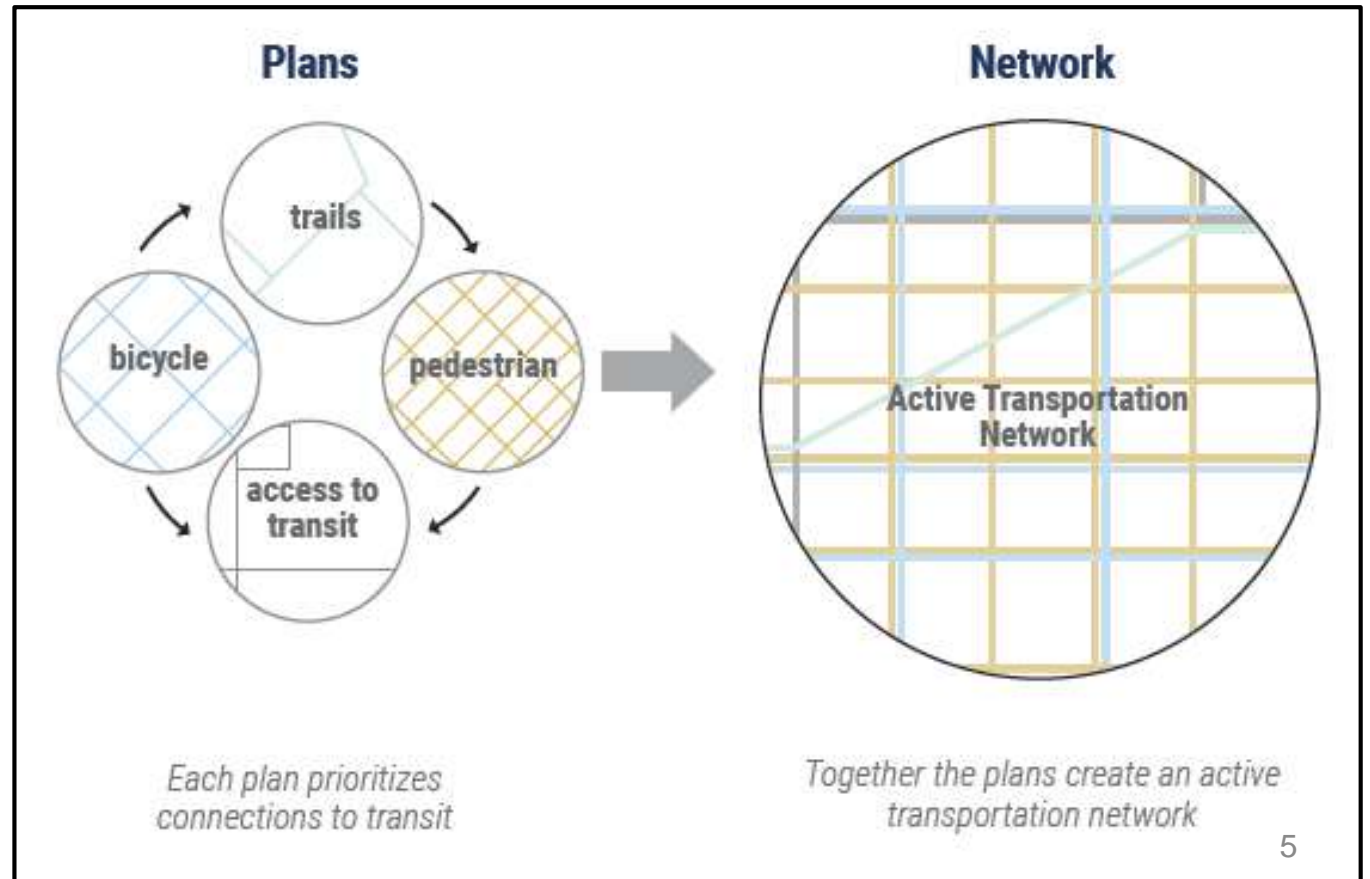
Purpose



Purpose of the Active Transportation Plan

Objectives

- 1) Identify seamless citywide network of on- and off-street bicycle and pedestrian facilities for all ages and abilities to walk, access transit, and bicycle
- 2) Level of Comfort
- 3) Update to Bike Fort Worth/Walk Fort Worth; Serve as Trails Master Plan
- 4) Principles and criteria for network alternatives
- 5) Policies, performance targets, & design guidelines
- 6) Prioritized projects
- 7) Implementation and funding plan





Purpose of Today's Meeting

1. Provide project background
2. Review Draft Network Recommendations and Development Process
3. Solicit input on:
 1. Draft Recommendations
 2. Prioritization

Schedule



Project Schedule

	Month													
Task	Jan '18	Feb '18	Mar '18	Apr '18	May '18	Jun '18	Jul '18	Aug '18	Sep '18	Oct '18	Nov '18	Dec '18	Jan '19	Feb '19
TASK 2 - Stakeholder Engagement			M			S			M			M		
TASK 3 – Existing Conditions and Data Collection			D						↑					
Task 4 – Active Transportation Network Analysis						D								
TASK 5 – Active Transportation Network Plan										D				
TASK 6 – Implementation Plan											D			
TASK 7 – Evaluation Criteria											D			
TASK 8 – Final Plan and Executive Summary														F

M= Meeting

D= Deliverable

F= Final Plan

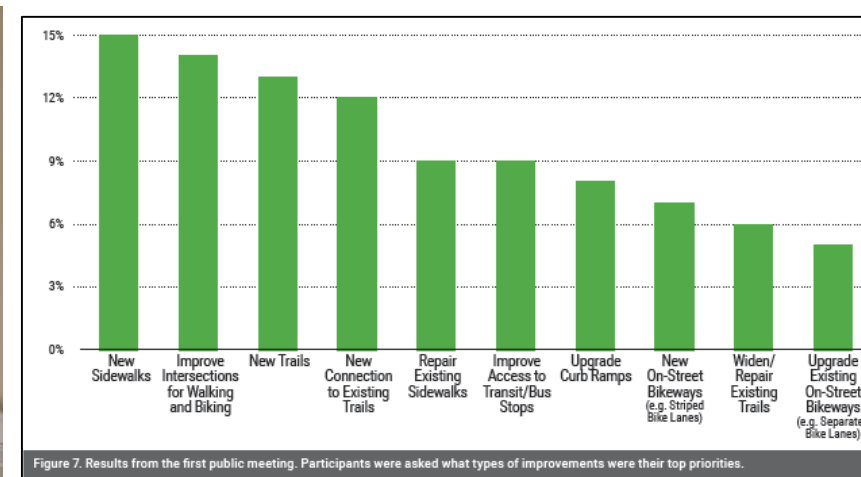
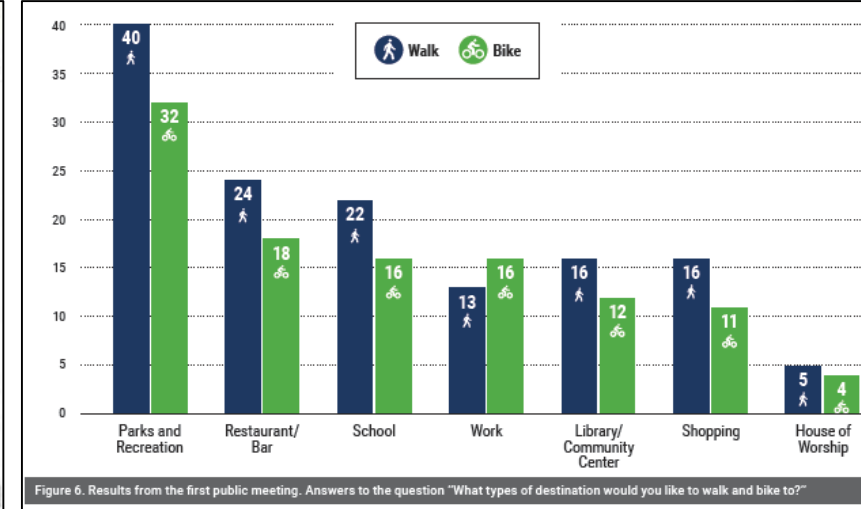
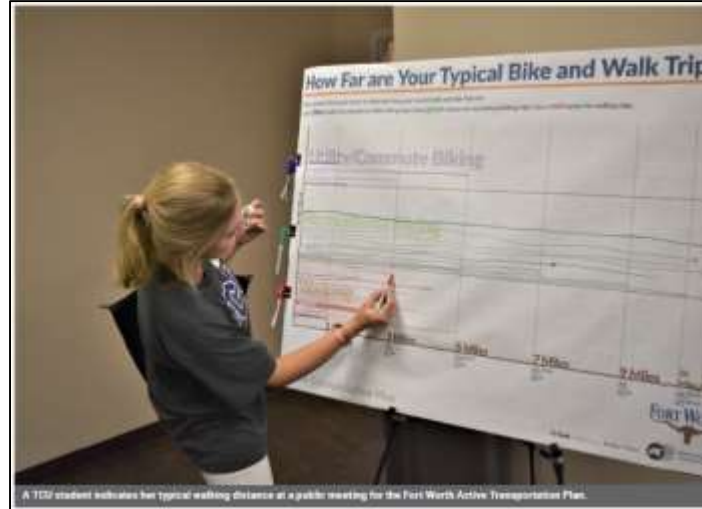
S= Stakeholder Meeting

Existing Conditions and Public Feedback Findings



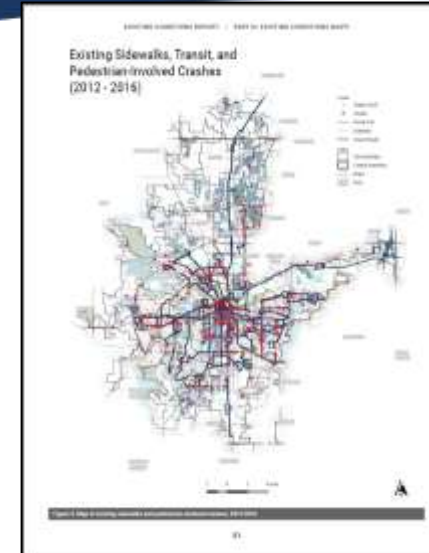
Public Meetings

- March
 - Introduced Plan
 - Vision
 - Needs
 - Trip Purposes
 - Destinations
 - Existing Conditions Maps
- June Stakeholder Meeting
- September – **Today**
 - Draft Recommendations
 - Prioritization
- December
 - Final Public Meeting

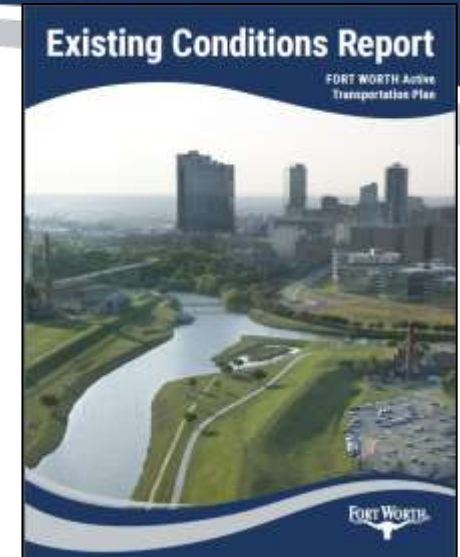


Existing Conditions

- Stakeholder Interviews
- GIS analysis
- Interactive Online Map
- Existing Plan Review
- City Data and Research



GIS Map of Sidewalks, Transit Routes, and Pedestrian Crashes



Existing Conditions Report to be included in Final plan



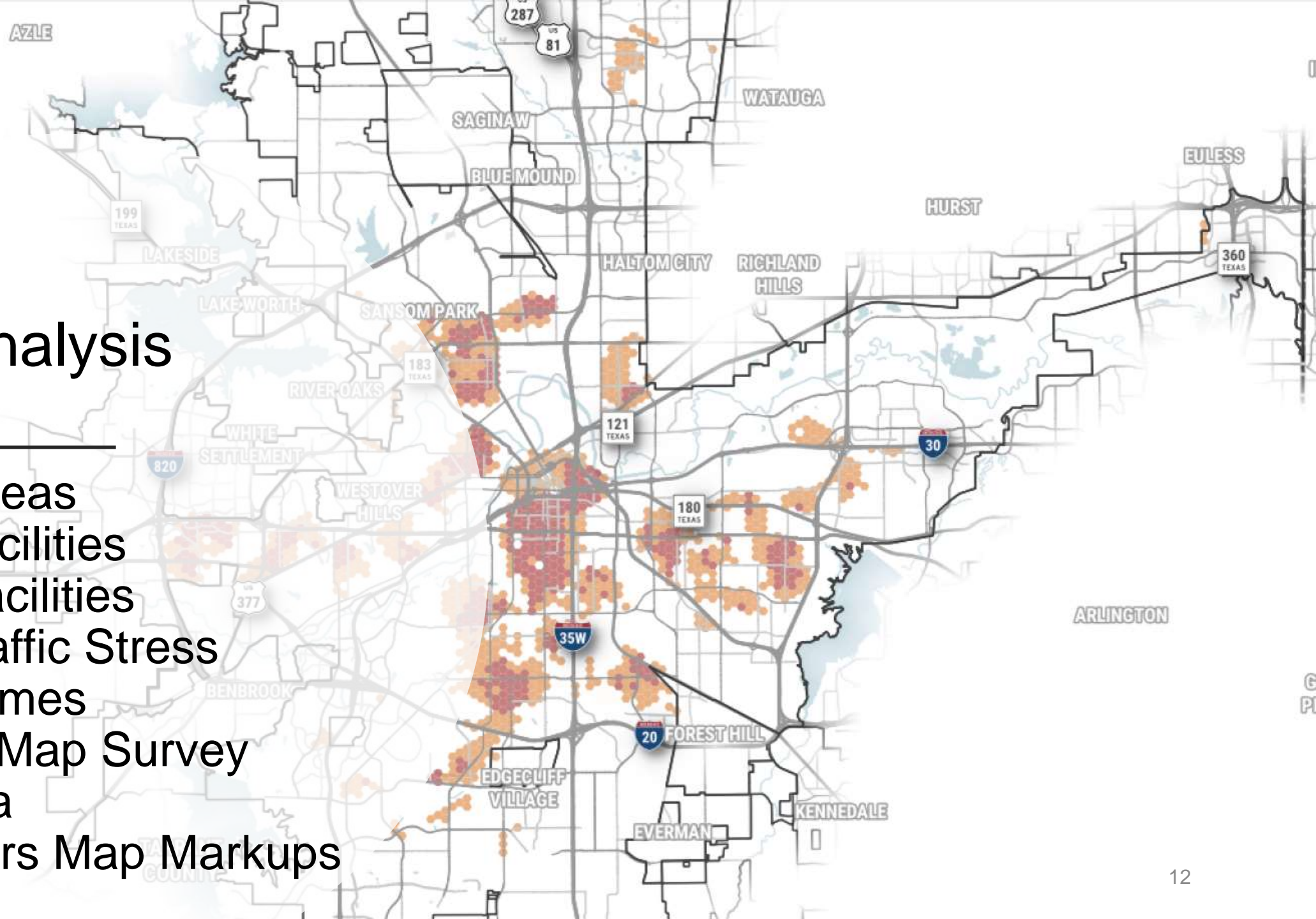
Marked-Up Map from Stakeholder Interviews



Interactive Map Results

Analysis

- Demand Areas
- Existing Facilities
- Planned Facilities
- Level of Traffic Stress
- Traffic Volumes
- Interactive Map Survey
- Strava Data
- Stakeholders Map Markups



Themes from Existing Conditions



**Complete
Networks**



**Reduce
Barriers**



**Needs Differ
Across the City**



**Daily
Destinations**



**First- and Last-Mile
Connections to
Transit**



**Safety and
Comfort**



Accessibility



Equity

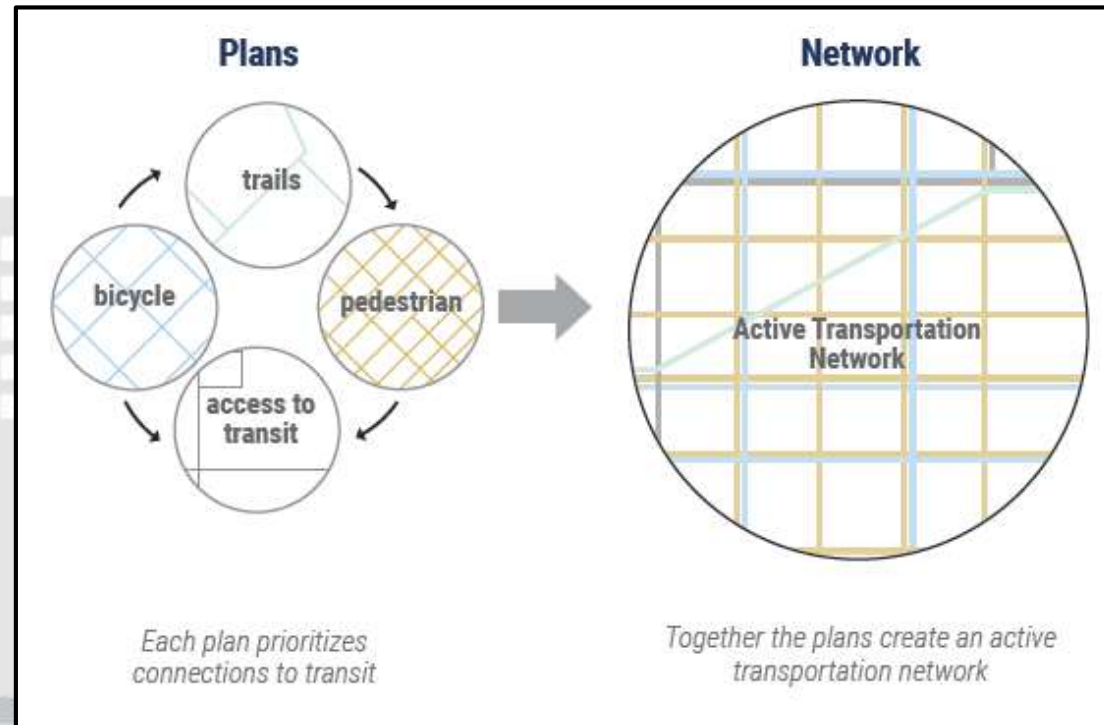


**Connecting Short
Trip Areas**



**Short Trip
Areas**

Network Recommendations



Network Recommendations

Pedestrian Network Recommendations



Pedestrian Network

Analyzed:

- Sidewalk Gaps
- Street Crossings
- Barriers
- High Demand Areas
- Transit Corridors
- Buildings and Land

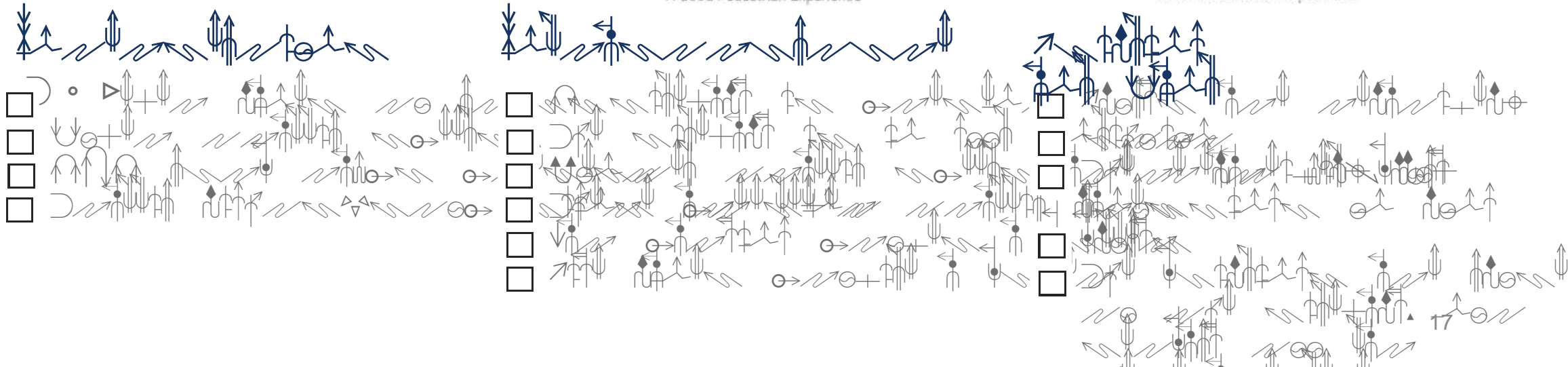
Measuring the Pedestrian Experience

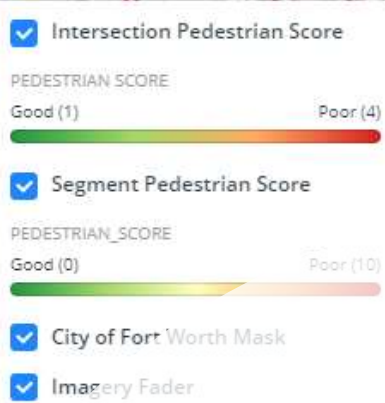


A Good Pedestrian Experience



A Poor Pedestrian Experience





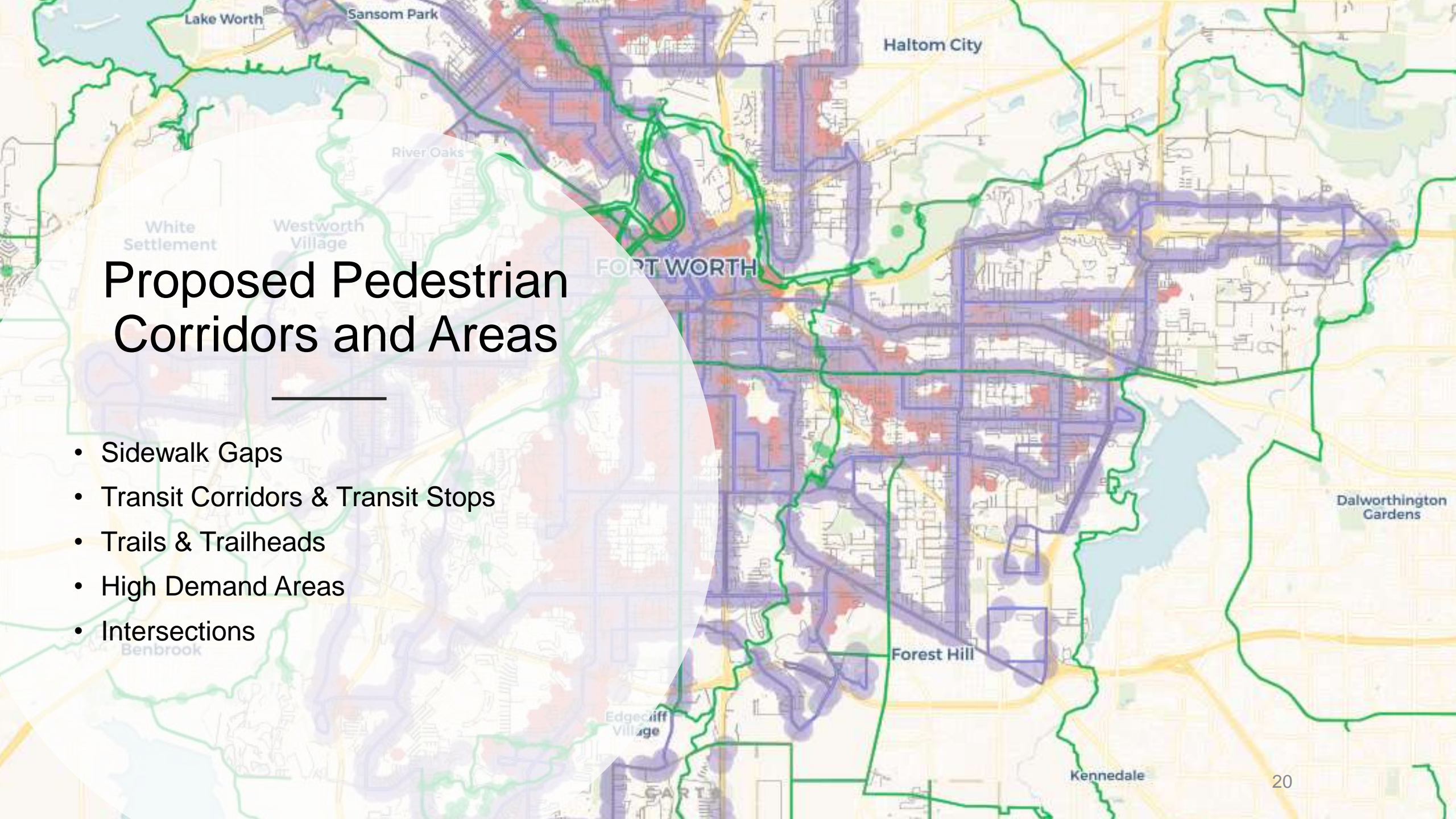
Pedestrian Experience Index

- Scores segments (lines) and intersections (circles)
- Green is more pleasant/comfortable
- Red is less comfortable

A map of Fort Worth, Texas, and its surrounding areas. The map shows a dense network of roads and highways, with major thoroughfares highlighted in yellow. Various neighborhoods and cities are labeled, including Lakeside, Lake Worth, Sansom Park, River Oaks, White Settlement, Westworth Village, Benbrook, Edgecliff Village, Forest Hill, Dalworthington Gardens, Haltom City, North Richland Hills, Hurst, Bedford, and Arlington. The city of Fort Worth is prominently labeled in the center. The map also shows some green spaces and water bodies.

Need for Pedestrian Prioritization

- Sidewalk gaps
- More than 3,000 miles of roadways without sidewalks



Proposed Pedestrian Corridors and Areas

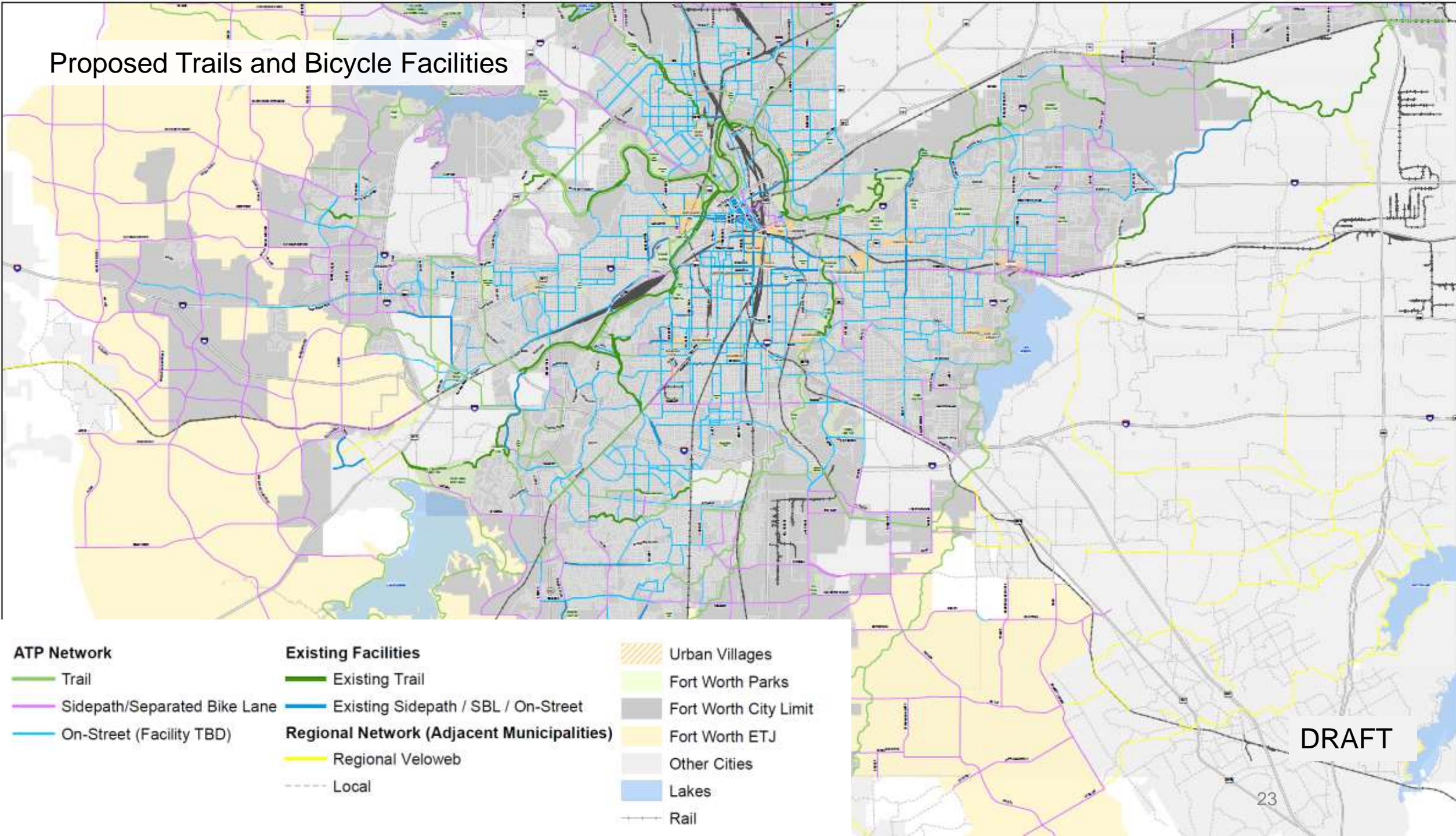
- Sidewalk Gaps
- Transit Corridors & Transit Stops
- Trails & Trailheads
- High Demand Areas
- Intersections

Network Recommendations

Bicycle and Trail Network Recommendations



Proposed Trails and Bicycle Facilities



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Trails Existing Conditions Assessment

- Floodplains
- Utility easements
- Rail (existing and abandoned)
- Park and open space areas
- Integration with on-street network
 - MTP Sidepaths, additional sidepath opportunities
- Integration with trails across other municipalities (Veloweb)

-
- Facility Type: Downtown
- 0 0.6 1.2 1.8 2.4 Miles August 2018
- Legend**
- Facility Type
- On-street
 - On-street (MTB)
 - Trail
 - HOV3+ Limited
 - On-street
 - Rail
- DRAFT**

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Use of Public Input

Interactive Map Input: “Routes I Like”



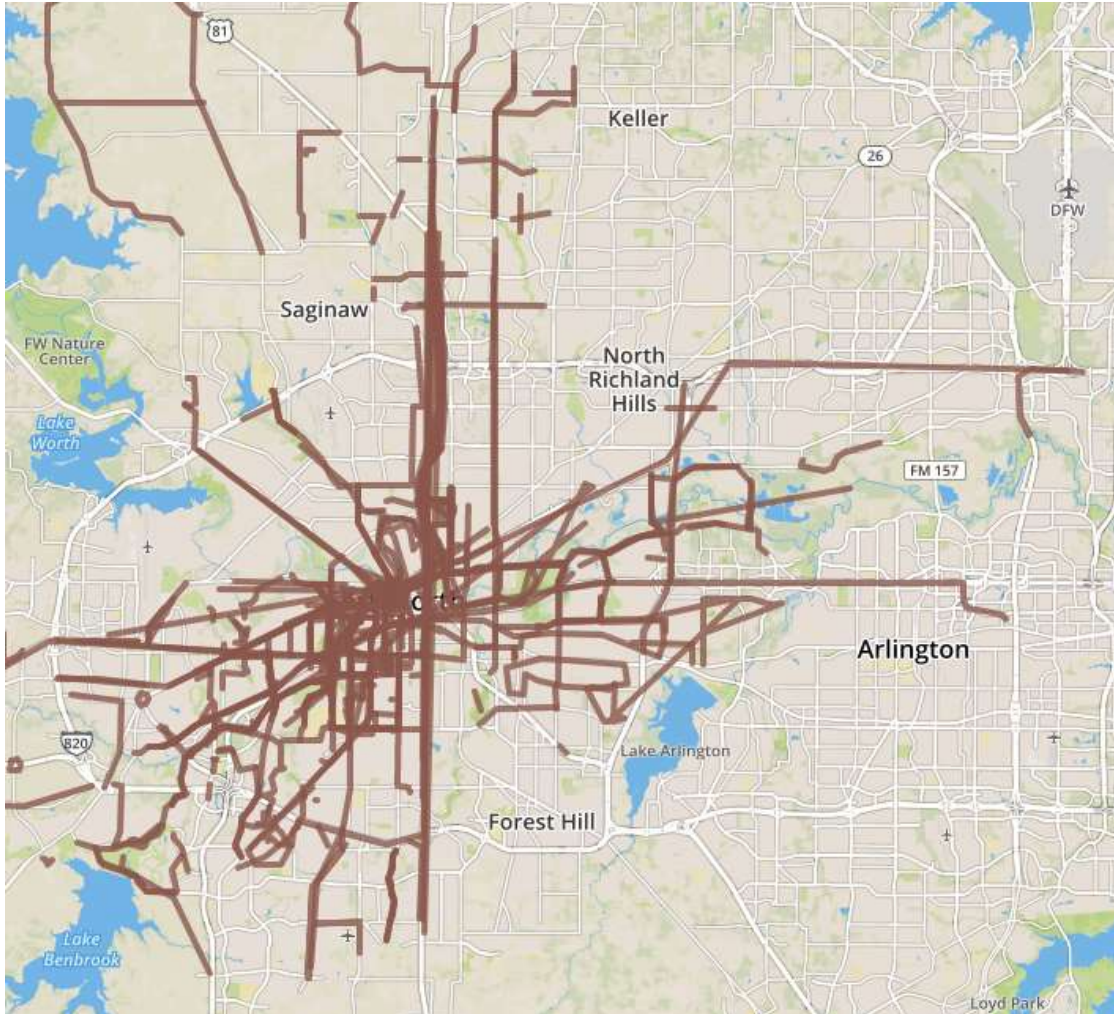
The Trinity River Trails and other existing trails are popular routes currently

Proposed Network Map: Connections to popular routes



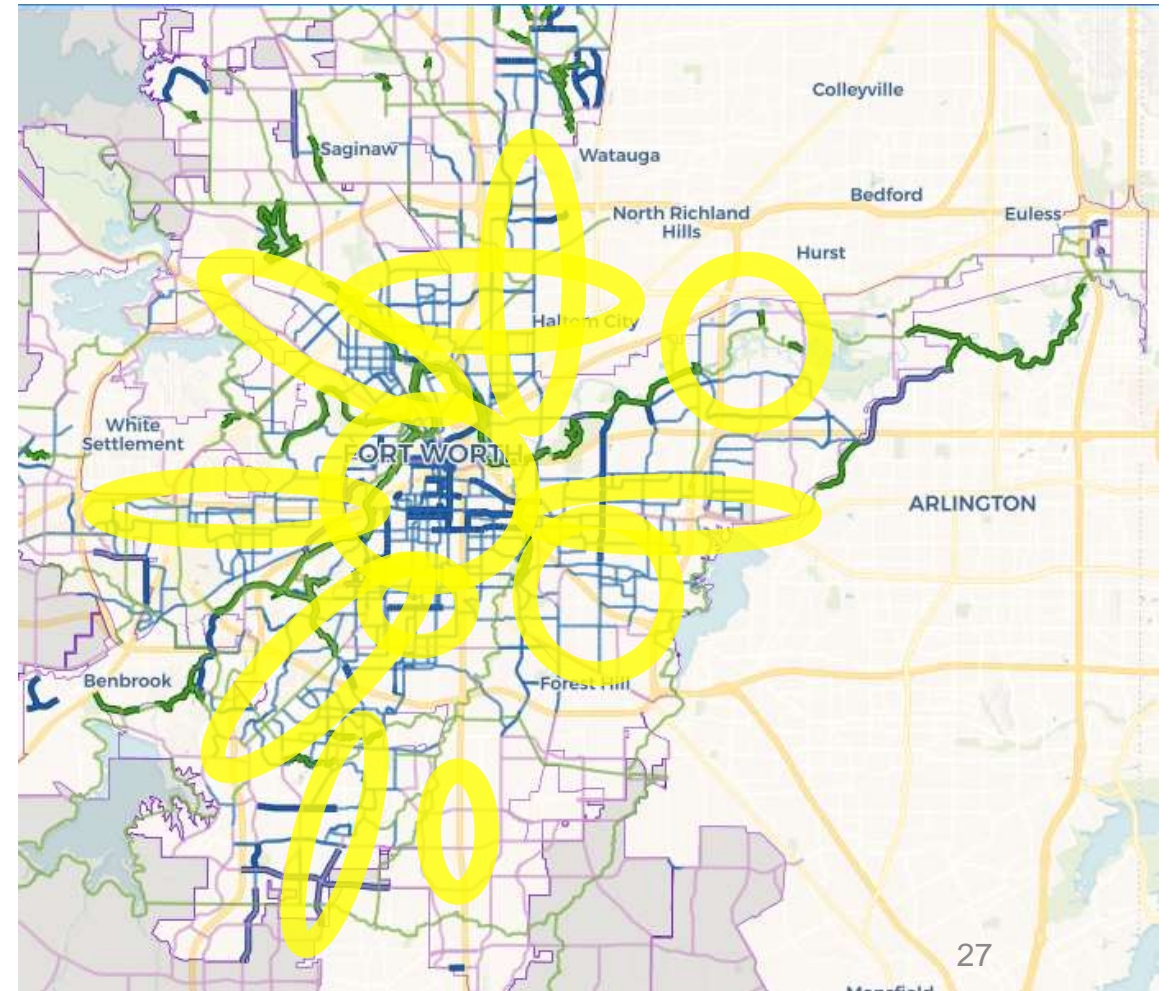
The ATP Network Proposes connections to the trails

Interactive Map Input: “Stressful Routes”



Use of Public Input

Proposed Network Map: Addressed these routes

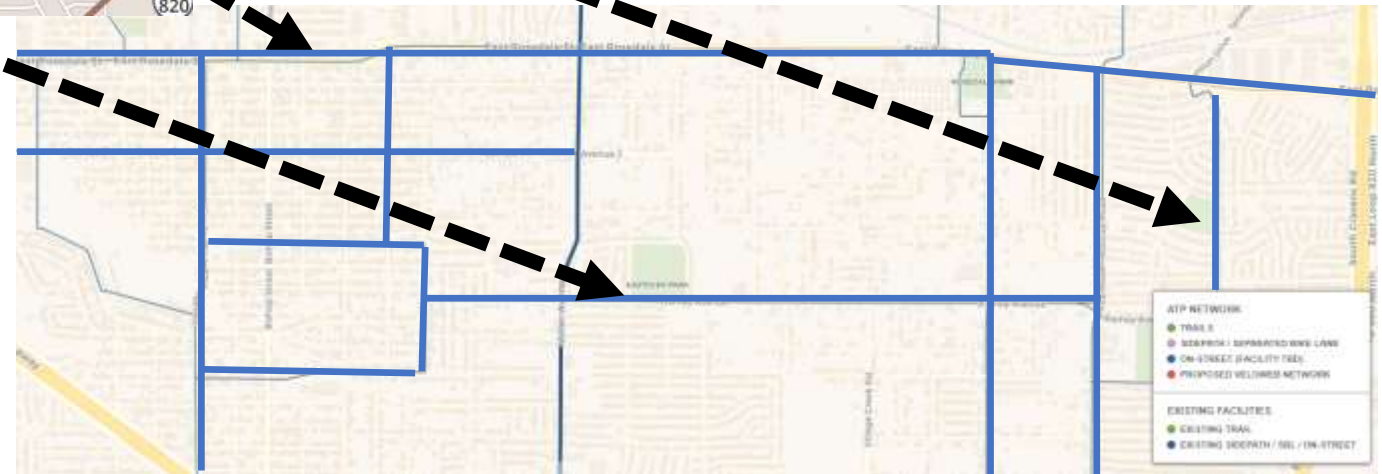


Example of Integrating Public “Stressful Routes” Input into Proposed Network

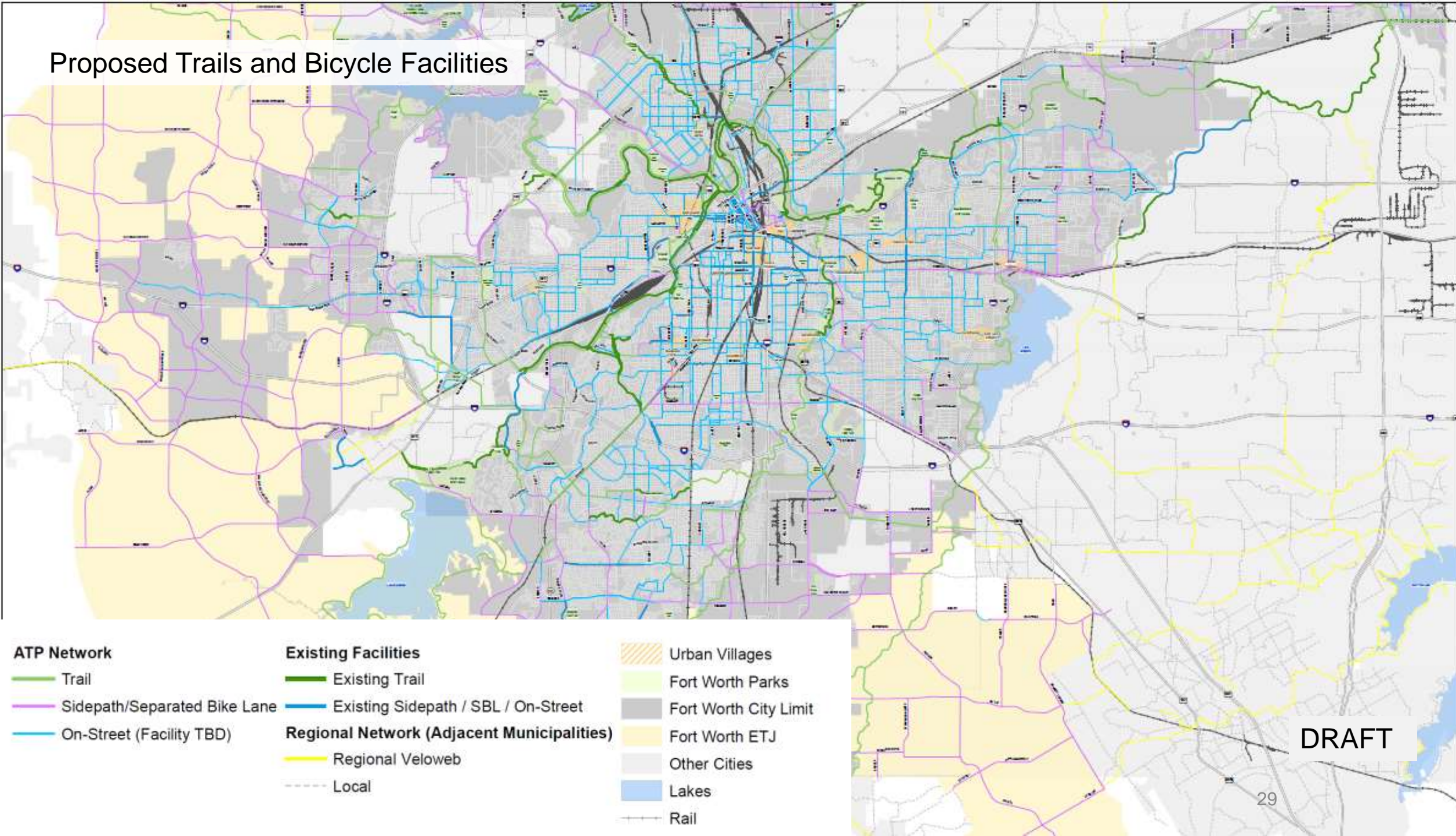


Left: The public indicated that East Rosedale, Ramey Ave are challenging to ride on.

Right: The draft Active Transportation Plan proposes bicycle facilities on East Rosedale, Ramey and other streets to create a comfortable network. The precise facilities will be determined during the facility selection process.



Proposed Trails and Bicycle Facilities



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Map Facility Designations



**On-Street TBD
(See handout)**



**Sidepaths /
Separated Bike Lanes**



Trails

Bicycle Level of Traffic Stress (LTS)

- Speed and volume of traffic
- Bicycle lanes
- Intersection treatments

	Level of Traffic Stress	infrastructure				
		shared lanes	bike lanes	intersections	trails	separated lane
traffic stress ↓ low	1 'All Ages and Abilities' Comfortable for users from age 8 (children) to 80 (seniors)	low traffic low speed 	< 25 mph, 2-3 lanes 	protected 	greenway 	cycle track
	2 'Interested but Concerned' Comfortable for the mainstream adult population	low/medium traffic 30 mph 	30 mph, 2-3 lanes 	short right turn lane 	sidepath (low ped volume) 	
	3 'Enthusiased and Confident' Acceptable for adult population comfortable in shared traffic but who may prefer some separation	medium/high traffic 35 mph 	35 mph, 3-4 lanes 	long right turn lane 	sidepath (high ped volume) 	
	4 'Strong and Fearless' Tolerable for adult population comfortable in shared traffic with no separation	high traffic > 40 mph 	> 40 mph, > 4 lanes 	bike lane drop 		
		high				

Bicycle Level of Traffic Stress (LTS)

- Based on existing conditions
- Scores segments
- Scores intersections
- Green is more comfortable (e.g. for children)
- Red is more stressful (e.g. typical adults will avoid)

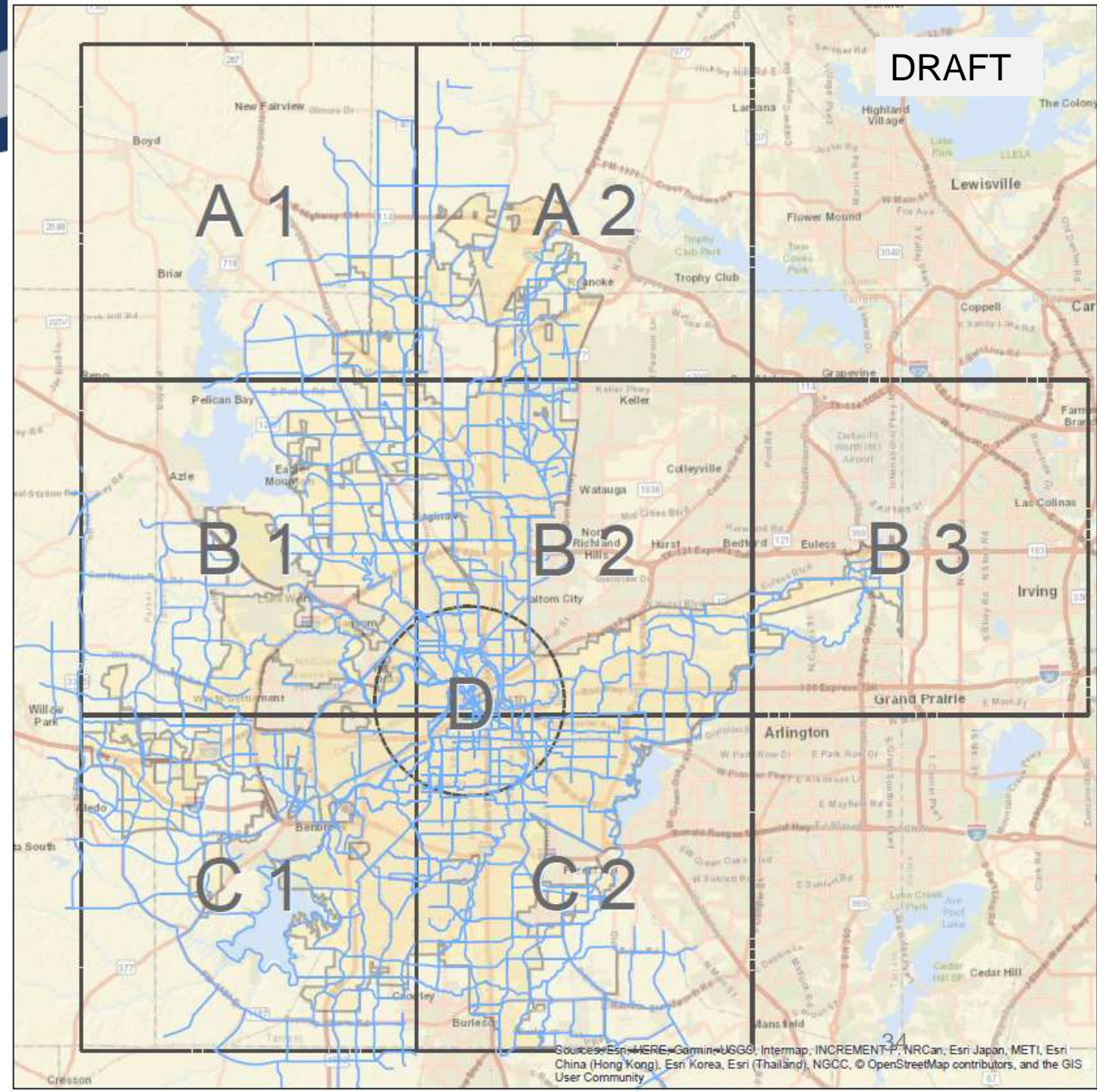
Today's Activities





Activities

Mark up
recommended trail,
bikeway, and
pedestrian priority
area maps



Activities

Network Prioritization

- Equity
- Accessibility

What is Bicycle Level of Traffic Stress (LTS)?

People riding bicycles experience different levels of comfort sharing the road with cars. Some factors that contribute to comfort include the speed and amount of traffic, whether there's a dedicated space for bicycle travel, and how fast space is disrupted. A person's comfort may rise by time of day or trip purpose, and is likely to change over time and with more bicycling experience. The table below shows the types of conditions that may result in different levels of comfort.

Help Us Prioritize the Bicycle and Trail Network

There are many miles of proposed bicycle and trail facilities in the City of Fort Worth. The City wants to prioritize investments strategically. In addition to prioritizing funding for ADA accessibility and equity, help us prioritize by indicating the most important factors for you in determining the risks and are most important that should be built first.

Please indicate how important each factor is to you by marking it as most important (1) or least important (4).

Level of Traffic Stress	Street Level	Local Level	Regional Level	Other
1				
2				
3				
4				

How Do We Measure the Pedestrian Experience?

You are probably not just by being there, when you are in a place that is built for walking. When you are not there, you are not there. How do we know if a place is built for walking? The City has developed a Pedestrian Experience Index (PEI) to identify the streets that have characteristics associated with a good walking experience.

Help Us Prioritize the Pedestrian Network

There are many miles in the City of Fort Worth that are not walkable. The planning process will help prioritize investments for ADA accessibility and equity. Help us prioritize by indicating the most important factors for you in determining the risks and are most important that should be built first.

Please indicate how important each factor is to you by marking it as most important (1) or least important (4).

Metrics

Streets that support a better Pedestrian Experience:

Infrastructure

- ☐ Sidewalk is present
- ☐ The sidewalk is in good condition
- ☐ Planned traffic signals are relatively low
- ☐ There are fewer traffic lights
- ☐ Up-sloping parking provides a buffer from vehicles
- ☐ Bike lanes provide a buffer from vehicles

Buildings and Land

- ☐ Street blocks are relatively short
- ☐ There are more buildings on the street block
- ☐ The buildings are closer to the sidewalk, not set back too far
- ☐ There are fewer drive-thrus to cross
- ☐ There are more destinations on the street block

Connectivity

Bridges & Intersections

Transit Connections

Safety & Comfort

High Population and Employment Areas

Connections between Neighborhoods

Parks, Schools, Shops, Restaurants, Bars, etc.

Write it in on a Post-It

Connectivity

Bridges & Intersections

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High Population and Employment Areas

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Write it in on a Post-It

Complete Networks

Reduce Barriers

First- and Last-Mile Connections to Transit

Safety and Comfort

Short Trip Areas

Connecting Short Trip Areas

Daily Destinations

Other

Fort Worth Active Transportation Plan Interactive Map

Bicycle and Trails Network

Existing Proposed

Trail

Sidepath/
Separated Bike Lane

On-Street Facility
(Facility TBD)



Transit Lines

Schools

City of Fort Worth

Extra-Territorial
Jurisdictions

Outside Study Area

(Zoom
to view)

Interactive Map

<http://fortworthtexas.gov/atp/>

How to Participate

Public Input Meetings

The Fort Worth Active Transportation Plan project team will hold a series of three public meetings throughout the course of the project to provide information about the plan and gather input regarding future transportation needs. Public outreach is scheduled through the end of October.

Please take a few moments and complete our easy interactive map survey. Use the [interactive map](#) to tell us about areas that should be prioritized for biking and walking improvements. The survey link will be active until Oct. 31.

Next Steps

- Implementation plan
 - Project prioritization
 - Pilot projects
 - Facility selection guide
- Public Meetings (Winter)
- Final plan

Thank you for coming!

Provide feedback on the draft network:

<http://fortworthtexas.gov/atp/>

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Next Meeting:

Draft Plan Review
December/January